

Attachment 1

Draft Meeting Notes Bicycle and Pedestrian Task Force

MEETING DATE: September 26, 2018

MEETING LOCATION: CMAP Offices

CALLED TO ORDER: 1:00 p.m.

ATTENDANCE:

TASK FORCE MEMBERS OR ALTERNATES:

Tom Rickert, Kane Co. DOT, Chairman
George Bellovics (for Dave Longo), IDNR
Patrick Knapp, Schaumburg
Keith Privett, CDOT, Co-Chair
Emily Karry, LDOT
Lee Ann Prather, IDOT
Karen Shinnars, PACE (on phone)
Ron Burke, Active Transportation Alliance
Jessica Ortega, DuPage Co. Forest Preserve
Greg Piland, FHWA
Kevin Staniel, RTA
Allison Buchwach, Metra
Allan Mellis, Citizen

ABSENT:

Jessica Hyink, City of Evanston
Carlos Feliciano, IDOT
Jason Meter, CTA
Sidney Kenyon, DuPage DOT
Ed Barsotti, Ride Illinois
Randy Neufeld, SRAM Corp
Ryan Bigbie, KKCOM
Gin Kilgore, Bike Winter / LIB
Representative, CNT

CMAP STAFF:

John O'Neal
Elizabeth Schuh
Elizabeth Irvin
Noel Peterson
Sarah Walwema

OTHERS:

Sean Wiedel, CDOT
Mike Mencarini, NPS
Andy Donakowski, Friends of the Chicago River
Colin Murphy, Shared Use Mobility Center
Ryan Peterson, KKCOM
Josh Klingenstein, NWMC
Tomohiko Music, CCDOTH
Benet Haller, CCDOTH

1.0 Introductions

Members and attendees introduced themselves.

2.0 Approval of the Minutes

Motion for approval of the meeting notes, with the correction incorporated, was then made and seconded. The motion carried.

3.0 Local and Regional Planning

3.1 ON TO 2050 – Draft Plan

CMAP staff (Elizabeth Schuh) provided an update on public comments received and accompanying changes to the draft ON TO 2050 plan. She began with an overview of the plan development timeline, emphasizing that the plan was complete, all comments had been incorporated, and that it was going to the Transportation Committee on Sept. 28 and to the Board and MPO (Policy Committee) on October 10.

Ms. Schuh outlined the outreach and engagement process for the Draft Plan, which included 38 Committee presentations, 11 open houses, and one public hearing. She then summarized the comments, clarifying the formats in which they were submitted (online form, emails/letters/calls, open house comment cards, and public hearing statements). She emphasized that the large majority of comments were positive and supportive of the plan and its recommendations. The total number of comments was 970. She added that there were two major “comment campaigns,” on the CrossRail and the BNSF extension, as well as two smaller “campaigns” on expressway expansion and its impact on active transportation modes and on the negative impacts of freight. She summarized the comments by plan chapter, noting that the large majority were on the Regionally Significant Projects identified in the plan. She also presented summary graphs of the comments in terms of topic or issue. Next, she described the changes in the plan document that resulted from review of the comments, including overarching or framework changes and changes on specific topics (Community, Governance, Prosperity, Environment, and Mobility), where most changes were relatively minor.

Ms. Schuh concluded the summary of the comments with an overview of the outreach undertaken for the plan. This included 10 public forums, 277 workshops, over 100,000 kiosk interactions, with a total of 4,750 residents reached and providing commenting.

Mr. Rickert asked if the Oct. 10 event in Millennium Park was sold out. Ms. Schuh said that 1,200 persons RSVPs had been received but that we would likely be able to accommodate additional attendees.

Mr. Mellis asked whether the plan supported and provided additional funding for transit and TOD, especially in “transit deserts.” Ms. Schuh stated that the plan broadly and strongly supports transit improvement and expansion, but does not, due to its ‘high altitude view’ of the region as a whole, does not make recommendations on specific locations. Mr. Burke stated that while the outreach and comment solicitation process for the plan and the draft plan were very good, and that the plan, in his opinion, presents many good ideas, but that execution or implementation of those ideas will be difficult. He stated that the region as a whole is as – if not more – car-dependent now as it was in 1980. He added that congestion has continued to increase and that, from that perspective, one can say that strategies to reduce congestion have failed. He concluded by saying that Active Transportation Alliance and their many partner organizations focused on improving quality of life, would like to see a recommendation for a moratorium on expressway expansion.

3.2 Bikeshare – CDOT/City of Chicago

Sean Wiedel, Assistant Commissioner, Citywide Services, CDOT, provided an update on Divvy Bikeshare, an overview of CDOT’s ongoing dockless bikeshare pilot project, as well as a brief discussion of the future of bikeshare and micro-mobility options. He began by citing facts, statistics, and data about the existing Divvy network and ridership, which includes 576 active stations (with an additional 36 to come on-board by the end of 2018), with 6000+ bikes active at any one time. Ridership stats include:

- 33 million+ miles traveled
- 16 million+ trips
- 10.6 million member trips
- 3.8 million casual trips
- Over 37,000 annual members
- 1,400+ active D4E members

He then reviewed the numerous ways patrons can access or make use of Divvy bikes and described its new pricing options, including the Divvy For Everyone (D4E) program aimed at low-income individuals and households, describing specific D4E goals and how each one has been addressed and met. He outlined the methods used for siting docks, including standard criteria based on the bikeway, population, and business density and mode share, and equity-focused criteria based on populations of color, household income, educational attainment, car ownership, and transit mode share. Mr. Wiedel discussed the geographic coverage of the system and its growth over time.

Next, he outlined basic types of locking or parking technologies currently being used in bikeshare systems, as a way to lead in to a discussion of Chicago's Dockless Bikeshare Pilot program. He outlined the basic parameters of this pilot program, emphasizing the "lock-to" requirement, as well as strict stipulations about accessibility to non-banked, non smart-phone, and high economic hardship populations. He gave an overview of the performance, so far, of the dockless system. He presented data that showed Zagster's Pace (which had, going into the pilot, "lock to" technology) and Jump's e-bike bicycles had increased and looked most promising/popular. He then showed some graphs presenting ridership statistics for the pilot bikes as a whole, and maps showing where usage was highest (the Beverly neighborhood). He ended with a question which no one can definitively answer, "What is the future of mobility in Chicago?" and invited the Task Force and attendees to weigh in on. Discussion of electric scooters and other forms of electric "micro mobility" vehicles and the need for code amendments to support and regulate new forms of mobility ensued.

Mr. Mellis asked about the overall financial stat of Divvy. Mr. Wiedel stated that, when you take into account the \$3.5-\$4M/yr. in advertising, sponsorship, and the "fare box" recovery rant of 80%, Divvy can be seen to make about \$2-\$3M per year, which is reinvested in bicycle and other non-motorized and supportive forms of transportation, including infrastructure and education, encouragement, and enforcement programming. Mr. Burke, said that public transportation, nation-wide, has an average fare-box recovery rate of 37%, so Divvy was doing very well in this regard. He added that the Mayor of Chicago had announced a new Mobility Task Force and that Active Trans, as a member of this Task Force, was in the process of putting together new mobility strategies. He stated that private mobility companies were providing input on the development of these strategies.

4.0 Pedestrian and Bicycle Programming and Policy

4.1 Walkability – Local Strategy Map and Indicator

The ON TO 2050 Draft Plan includes a provisional walkability indicator, which CMAP staff required additional time to finalize and set targets for. Having recently completed their analysis, staff (Noel Peterson) presented on the final indicator and targets, and gave a brief overview of the underlying walkability local strategy map.

Mr. Peterson began with a description and explanation of the Local Strategy Walkability Map, which he pointed out was inspired by Jeff Speck's writings on factors that influence walkability, including:

- Amenities within 30-minute walkshed
- Transit connectivity/frequency
- Population & jobs
- Intersection density
- Block length & area
- Parcel size
- Tree canopy
- Serious & fatal bike/ped crashes

He then presented ON TO 2050's walkability indicator targets, for both 2025 and 2050, which aim for a (relatively small) increase in the region's walkable areas. He also discussed the two relatively minor changes that had made to the indicator layer/map for Draft Plan (and since the layer/map was last presented to the Task Force). Finally, he described a potential future improvement to the data layer, in the form of a sidewalk density data set. This data has been collected for DuPage County only and tracks well with the current index.

Mr. Peterson ended with a link to CMAP's Data Hub, where the public can download the walkability data.

4.2 Surface Transportation Program (STP) Shared Fund

CMAP staff (Elizabeth Irvin) provided an overview of the Surface Transportation Shared Fund, including program goals, project eligibility, and proposed evaluation process. Ms. Irvin described the Surface Transportation Block Grant Program, emphasizing its flexibility and distinguishing it from CMAQ and TAP. She discussed the work of the Councils of Mayors and the City of Chicago to reach agreement for distribution and use of STP funds, which executed in October 2017. The agreement resulted in the following actions:

- Established Shared Fund and STP Project Selection Committee
- Calls for Active Program Management
- Shifts focus of funding distribution to needs/performance based
- Emphasizes desire to "Make large and lasting contributions to regional priorities"

She stated that STP Shared Fund, which CMAP's STP Project Selection Committee will program, is anticipated to be approximately \$40M/yr; it is meant for larger projects that councils cannot easily fund on their own; and the first call will be in January 2019. The STP Local program will allocate funding to Councils based on needs and on performance; the Councils will develop a programming methodology and program their own projects; their first call will be in January 2020. She provided a list of anticipated eligible "project types":

- Road reconstructions
- Transit station rehab/reconstructions
- Bridge rehab/reconstructions
- Highway/rail grade crossing improvements
- Road expansions
- Bus speed improvements
- Corridor-level or small area safety improvements
- Truck route improvements

And she outlined additional eligibility requirements, including:

- Minimum project cost: \$5 million in total project cost
OR
- Multijurisdictional: joint application from at least 3 local partners
 - At least one municipality
 - Other potential partners-Forest Preserve, Pace, IDOT, county, etc.

- Partners must demonstrate financial or in-kind project involvement (more than just a “letter of support”)
- If selected, project should then have funding to proceed

She then discussed the intention to have future rounds of the STP Shared Fund call for projects focus on one project type. (The first round, in 2019, will accept applications for all project types.) Next, she outlined the proposed the three broad evaluation criteria or components, which include “project readiness,” “transportation impact,” and “planning factors,” as well as the sub-components for each of these, and the number of points or weighting of each.

Shared Fund: proposed evaluation components

| Project types | Project readiness | | | Transportation impact | | | Planning factors | | | | |
|--|----------------------------|--------------------|-----------------------|------------------------|------------------------|-------------|----------------------|------------------|------------------|------------------|----------------------------|
| | Engineering/ROW completion | inclusion in plans | financial commitments | current condition/need | population/job benefit | improvement | green infrastructure | freight movement | Inclusive growth | complete streets | transit supportive density |
| Highway/rail grade crossing improvements | | | | | | | 5 | - | 10 | 10 | - |
| Truck route improvements | | | | | | | 5 | - | 10 | 10 | - |
| Road expansions | | | | | | | 5 | 5 | 10 | 5 | - |
| Road reconstructions | | | | | | | 5 | 5 | 10 | 5 | - |
| Bridge rehab/reconstructions | 10 | 10 | 5 | 20 | 10 | 20 | - | 5 | 10 | 10 | - |
| Corridor-level or small area safety improvements | | | | | | | - | 5 | 10 | 10 | - |
| Transit station rehab/reconstructions | | | | | | | - | - | 10 | 5 | 10 |
| Bus speed/reliability improvements | | | | | | | - | - | 10 | 5 | 10 |
| | Maximum: 25 | | | Maximum: 50 | | | Maximum: 25 | | | | |
| Total: 100 + Council/CDOT support bonus | | | | | | | | | | | |

CMAP

She emphasized that while stand-alone bicycle and/or pedestrian projects are not an eligible project type, a “Complete Streets” approach for all eligible project types will add points to the project score. She ended by noting that the Council in which a project is located will weigh in on projects with a total of 25 points.

Ms. Irvin was asked if Phase 1 would be eligible, and she replied it would not be eligible in the Shared Fund program, but would be eligible in the Local Fund. Mr. Burke expressed strong concern that “bicycle and pedestrian” was not an eligible project type and stated that he believed that this should be reconsidered. Ms. Irvin stated that the eligibility requirements had been approved by the STP Shared Fund Project Selection Committee, but that there it was anticipated that eligible project types could be changed in the future based on Council interest and desire.

4.2 Invest in Cook

Tomohiko Music, of Cook County Department of Highways and Transportation, presented on the second round of the Invest In Cook (IIC) grant program. He began by placing the IIC

program within the context of Cook County’s long range transportation plan, “Connecting Cook County,” and its major priorities:

- Prioritize Transit and Other Transportation Alternatives
- Support the Region’s Role as North America’s Freight Capitol
- Promote Equal Access to Opportunities
- Maintain and Modernize What Already Exists
- Increase Investments in Transportation

The IIC program is part of various efforts to implement the County’s LRT plan.

Mr. Music reviewed the origin and growth of the IIC program, and the establishment of its three main goals (all of which require inter-agency coordination to realize):

- Implements projects that help to achieve our LRTP priorities
- Supports local and regional governments in efforts to build transportation network
- Advances projects that might otherwise languish

He then discussed project eligibility and elements of program design and project evaluation methods and criteria. Finally, he summarized the two rounds of the IIC program (2017 and 2018), which awarded funding to 30 and 34 projects respectively, stating that of these 64 projects, 25 were bicycle and/or pedestrian-related (which was more than an of other modal types).

Mr. Music ended by reviewing several example projects, including preliminary engineering for the “Des Plaines River Trail, from North Ave. to Touhy,” preliminary engineering for the “Richton Park Cicero Avenue sidepath,” preliminary engineering for the “Village of Burnham, Burnham Greenway Gap,” and design engineering for the “Village of Forest Park Norwood Blvd./Forest Blvd. Resurfacing / Bike Lane installation.”

4.2 Safe Routes to School

Lee Ann Prather, Illinois Department of Transportation, presented on the recently announced call-for-projects in the Safe Routes to School program. She began by describing the SRTS program and its major goals and objectives. She outlined the five “E”s (Engineering, Education, Enforcement, Encouragement, and Evaluation), which represent approaches or project types that can advance safety and which SRTS helps communities to implement. Next, she discussed the program requirements and funding limits, emphasizing that this round, which uses SAFETY-LU funds, will be 100% reimbursable. Ms. Prather discussed “infrastructure” vs. “non-infrastructure” projects and project and sponsor eligibility. The former include:

- Sidewalk improvements
- Traffic control devices
- Crossing improvements
- Traffic calming improvements
- On-street and off-street bicycle improvements
- Bicycle parking facilities and improvements

The later include education, enforcement, encouragement, and evaluation activities and programs.

Ms. Prather outlined the need to register through the GATA portal. She ended by stating that all applications will be due on November 19.

5.0 Project Updates

Ms. Sielski announced that a new segment of the Cal-Sag Trail, between Ashland and Halsted, which includes a bridge over the Little Calumet River, and which, at Halsted, links to a connection to the Major Taylor had been completed.

Mr. Privett announced the unveiling of a community-created mural honoring the story of Major Taylor, painted on the steel wall of the bridge carrying the Major Taylor Trail over the Cal-Sag Canal / Little Calumet River (near 129th St. and S. Eggleston Ave.).

Ms. Prather announced the upcoming IDOT Fall Planning Conference, to be held in Peoria, October 11 and 12.

6.0 Public Comment, Announcements and Other Business

No comments or announcements were given.

7.0 2019 Meeting Dates

The Chair reminded Task Force members and the public of the remaining 2018 meeting date.

- Wednesday, December 12, 2018 at 1:00 p.m.

7.0 Adjournment: 3:15 PM